

Lehi City's 4800 North Freeway Concept

On August 30, 2007, Lehi City submitted a suggested roadway alternative at 4800 North to the Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT). The Lehi City alignment is a proposed freeway segment near the Salt Lake County–Utah County line (Point of the Mountain) connecting I-15 to Mountain View Corridor.



Photo Source: Lehi City

UDOT and FHWA are evaluating the 4800 North alternative, as proposed by Lehi, to determine if it is a reasonable alternative for the Mountain View Corridor. If it is found to be a reasonable alternative, UDOT will prepare a supplemental EIS. If it is not found to be a reasonable alternative, FHWA and UDOT will consider modifications such as design changes or additional capacity that could make it a reasonable alternative.

FHWA will determine if a modified 4800 North alternative is a reasonable alternative, and will prepare a supplemental EIS for that alternative. If not, FHWA will document the basis for determining that a supplemental EIS is not required and the study will move forward.

Evaluation by UDOT

UDOT is continuing to work with Lehi City to obtain additional technical information regarding cost estimates and engineering assumptions for the suggested alternative at 4800 North, and is conducting the following tasks:

- Assembling a history of screening processes used for other alternatives
- Performing traffic model runs of the 4800 North freeway alternative
- Performing technical (engineering) and cost analysis of the proposed alternative
- Evaluating the 4800 North freeway alternative, consistent with the approach used in alternatives screening and the refinement process in the Draft EIS
- Preparing a concept level Interchange Justification Report for FHWA

Review by FHWA

UDOT is submitting information and analyses to FHWA for independent review throughout the evaluation process. FHWA will meet with UDOT and Lehi to discuss preliminary findings, including any potential modifications to the 4800 North alternative. Ultimately, FHWA will determine if a 4800 North alternative (as submitted by Lehi or with modifications) is a reasonable alternative for the Mountain View Corridor and will summarize the results of this review process and incorporate it into the EIS.



Lehi City's 4800 North Freeway Concept



Map Source: Lehi City



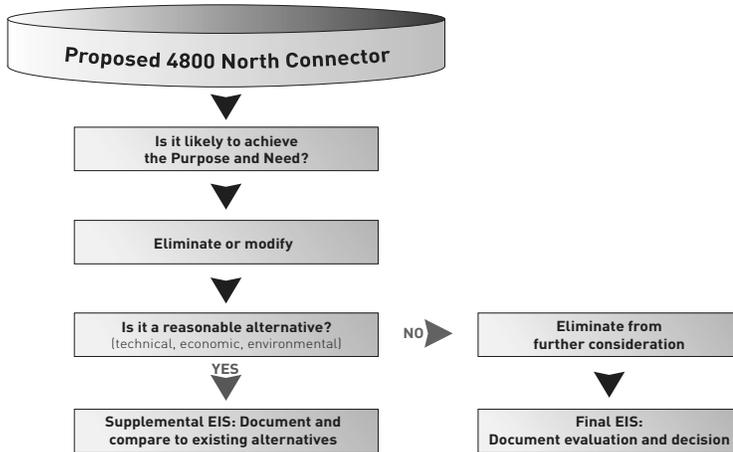


ENVIRONMENTAL
IMPACT STATEMENT

4800 North Connector Evaluation

Lehi City submitted a suggested roadway alternative for the Mountain View Corridor (MVC) to the Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT) in August 2007. UDOT and FHWA agreed to evaluate the 4800 North Connector, as proposed by Lehi, to determine if it was a reasonable alternative for the Mountain View Corridor.

Figure 1



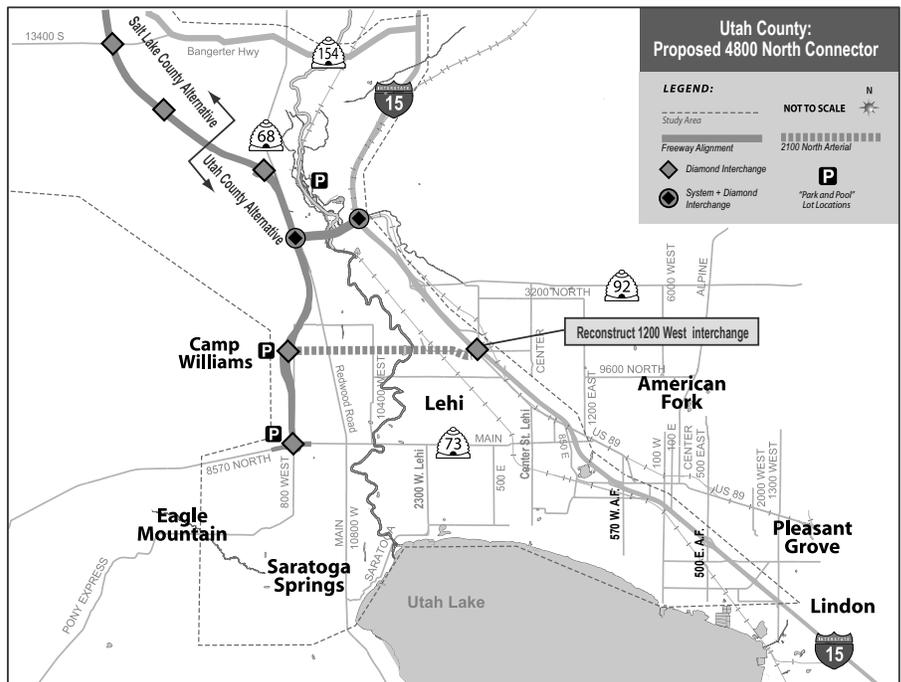
Screening Process

Figure 1 outlines the process followed by FHWA and UDOT to determine if the proposed 4800 North Connector was a reasonable alternative. The determination of reasonableness was based on applying the same criteria used to evaluate other alternatives in the Mountain View Corridor EIS.

Modification of Proposed 4800 North Connector

During the evaluation process, areas of concern with Lehi City's version of the proposed 4800 North Connector were identified, including the safety of merging and weaving movements on a complex series of ramps. FHWA worked with UDOT to modify and revise the engineering plans for the proposed 4800 North Connector. The connector as studied includes:

- A 12-lane freeway-to-freeway connection at 4800 North between Mountain View Corridor and I-15.
- Local interchanges at 4800 North and Redwood Road.
- A six-lane freeway from the Utah County line to SR-73.
- A five-lane arterial on 2100 North connecting MVC to I-15.
- A crossing of the Jordan Narrows (a bridge 1900 – 2300 feet long with a maximum height of 280 feet).



CLICK. READ. COMMENT. ►►

Mail
Mountain View Corridor
c/o Parsons Brinckerhoff
488 E. Winchester St., Suite 400
Murray, Utah 84107

E-mail
mountainview@utah.gov
Internet
udot.utah.gov/mountainview

Phone
1.800.596.2556
March 2008



Comparison of Impacts

The modified 4800 North Connector was compared to the Utah County alternatives studied in the Draft EIS by evaluating delay reduction, relocations and impacts to historic properties and wetlands.

	Southern Freeway	2100 North Freeway	Arterials	Proposed 4800 North Connector (with 2100 North Arterial)
Delay Reduction	62%	53%	62%	49%
Home/Business Relocations	136	33	74	20
Historic Properties Impacts	2	4	5	4
Wetlands Impacted (Acres)				
<i>Primary</i>	78.3	14.7 (10.4*)	52.9	7.4
<i>Peteteet</i>	12.4	0	5.5	0

* Minimization of wetland impacts since the Draft EIS

Comparison of Cost

	Southern Freeway	2100 North Freeway	Arterials	Proposed 4800 North Connector (with 2100 North Arterial)
2007 Cost	\$ 690 million	\$ 540 million	\$ 640 million	\$ 1,260 million

Conclusion of Evaluation

The evaluation demonstrated that the impacts of the proposed 4800 North Connector are comparable to the Utah County alternatives studied in the EIS. However, construction of a crossing on the Jordan Narrows at the difficult location of the point of the mountain would require a costly and extensive network of structures and ramps. Because it would cost more than the other alternatives and have additional operational, safety and maintenance concerns, the conclusion of the evaluation is the proposed 4800 North Connector is not a reasonable alternative. The basis for concluding that the proposed 4800 North Connector is not reasonable will be documented and summarized in the Final EIS (FEIS).